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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 30 March 1951

SUBJECT Lova Railroad Car Construction
Plant in Goerlitz

NO. OF PAGES 2

25X1 PLACE
ACQUIREDNO. OF ENCLS. 1 Annex
(LISTED BELOW)DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. Until 1945 the Railroad Car plant in Goerlitz (O 52/B 00) was assigned to Wumag (Waggon- und Maschinenbau A.G. Goerlitz-Railroad Car and Machine Construction Corporation, in Goerlitz). After its expropriation in 1945 the plant was at first a nationalized enterprise of the Industrie-Vereinigung Maschinenbau des Landes Sachsen, (Association for the Machine Construction Industry of Land Saxony). When the Soviet Zone nationalized plants were reorganized in 1948 it became an enterprise of the VVB (Z) Lova.

2. The plant consists of sections I and II. Railroad cars of various types are produced in section I while steam turbines, steam and Diesel engines, presses, gray castings and metal castings are produced in section II. According to the 1949 production plan, section I was scheduled to build 130 freight cars, 200 dump cars, 48 express train cars, and 120 railroad car trucks (Drehgestelle) and to repair 1,200 freight cars and 72 coaches and postal railroad cars. About 700 to 800 dump cars were planned to be built in 1950 in addition to an unspecified number of coaches and express train cars. [redacted] any information 25X1 on the 1950 production of coaches and express train cars nor on the volume of production in section II. ** The coaches produced in the section I are all-metal cars of the "Chuep" type. This type is a four-axle express train car (Durchgangswagen). *** The plant's entire output of freight cars, coaches and express train cars is shipped to the U.S.S.R. as reparations.

3. The plant had a total of about 4,000 employees in mid-1950. (4) In addition, an apprentice department was established in the section I in mid-1950. 90 apprentices were employed in this department. 500 apprentices are scheduled to be trained in this department by the fall of 1951.

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* [redacted] Comment. These railroad car trucks date back to a patent developed in 1923. They are suited for the installation of wheel sets with the standard gauge of 1,435 mm or with the wide gauge of 1,524 mm and are used for the express trains under construction.

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** [redacted] Comment. In the proclamation of the SED Party meeting on the Five-Year-Plan, the Lova Plant was mentioned among the plants which are of extraordinary importance for the Soviet Zone Industry and must continue to be of first priority in the expansion program.

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*** Comment. For sketch of these coaches, see annex. The symbol "Cluop" comprises the abbreviations "C" meaning third class, "4" meaning four-axle, "ue" meaning concertina walls, and "p" indicating that this car is to be used in passenger trains with a speed of up to 80 km. "42" probably means model 42. The 3's on each end of the car indicate that it is third class.

1 Annex: Sketch.

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